

INTELLIGENCE

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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

~~INFORMATION REPORT~~

CD NO.

25X1A2g

COUNTRY Germany (Russian Zone)

DATE DISTR. 5 June 1950

SUBJECT Registration of Railroad Flatcars

NO. OF PAGES 2

PLACE  
ACQUIRED

25X1A6a

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(LISTED BELOW)DATE OF  
INFO.

12 March 1950

SUPPLEMENT TO

REPORT NO. 90-39525x

25X1X6

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SUBJECT: Registration of Four-Axle and Multi-Axle Flatcars and Well Cars

All four and multi-axle flatcars and heavy-duty flatbed cars will be counted on Tuesday, March 14, 1950 at 10 a.m. The counting will also be made on station and shop tracks, private sidings etc. Only German Railway cars will be counted. The counted cars will be marked through the number 3 chalked in a triangle behind the serial number of the car concerned or on the side bar. The number of the four and multi-axle flatcars and of the heavy-duty flatbed cars will be stated separately, broken down into operating and non-operative cars. The non-operative cars will be broken down into reserve and deadlined cars. All the cars will be classified according to their load capacity and broken down into the following categories: 30 to 34 tons, 35 to 39 tons, 40 to 44 tons, 45 to 49 tons, 50 to 54 tons, 55 to 59 tons, 60 to 64 tons, 65 to 69 tons, 70 to 79 tons, 80 to 89 tons, 90 to 100 tons, and upward of 100 tons. It will also be stated which of the cars are suitable for the shipping of heavy loads and which may be utilized in tank shuttle trains. The results of the stock taking will be transmitted by noon of the same day to the Railroad Car Inspection Office and from there transmitted collectively to this Office by 2 p.m. of the same day. (G 33, telephone extension 5335). The Railroad Inspection Office will receive a master sheet for transmission as a telegram letter to this office after the pertinent data received by telephone have been entered. The mentioned time limits will be complied with in any case.

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Rbd Erfurt 43 G 33 Vwaz

Comment:

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The counting of the mentioned cars probably took place in all railroad districts at the same time and was certainly decreed by the Transportation Section of the Soviet Control Commission. As far as is known the pertinent Soviet order was dated 16 January 1950. Since heavy-duty cars are a critical item (see previous report \*) the Soviets want to be well informed on the stocks on hand in order to adapt their requirements.

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<p>This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 10 October 1978 from the Director of Central Intelligence to the</p>							
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(large-scale seasonal maneuvers, preparations for possible operations etc.) to the prevailing situation or make the required transportation space available by a concentration of these special cars in a given district.

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